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FAA-04-19222-5



Airworthiness Concern Sheet

 2004-1 P 3.0
 DEPT OF TRANSPORTATION
 RECORDS

Date: 08/18/04

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Make, Model, Series, Serial No.:

Eagle Aircraft Pty. Ltd.; Eagle Model X-TS 150 and X-TS 150B.

Reason for Airworthiness Concern:

Inspection of landing gear attach brackets, issuance of Department of Civil Aviation (DCA) of Malaysia AD CAM/AD 001-01-2004.

FAA Description of Airworthiness Concern (Who, What, Where, When, How? Attachments: RA and appropriate data) *and* **Request for Information** (Proposed Alternate Inspection/Repair Procedures, Cost Impact, Etc. Note: Any comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments/concerns.):

The DCA has issued an AD enforcing the provisions of Eagle service bulletin SB 1123 that requires the inspection of landing gear attach brackets for welds. If welds are not found, the brackets are to be welded. The FAA is issuing this ACS sheet to gather information to assist it in evaluating this situation.

Should a member of the press desire to contact the FAA concerning this Airworthiness Concern, contact the FAA, Great Lakes Public Affairs Office, Liz Cory, 847-294-7849, fax x 7852.

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owner/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve an AD action or an SAIB, or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type clubs comments. Response Date Requested: 90 days.

Attachments: *SDR(s) ☐ *A/IDS ☐ *SL(s) ☐ *SAIB ☐ *FAASR/NTSBSR ☐ *AD ☐ *AMOC ☐ *RA ☐

Notification: FAA ☐ *AOPA X *EAA Type Club ☐ *TC Holder ☐ Other: Regional Airline Association - (AOPA: 301-695-2215)

Response Requested 9/18/04: Information (30 days)

*Service Difficulty Reports (SDRs); Accident/Incident Data System (A/IDS); Service Letter (SL); Special Airworthiness Information Bulletin (SAIB); Federal Aviation Administration (FAA)/National Transportation Safety Board (NTSB) Safety Recommendation (FAASR/NTSBSR); Airworthiness Directive (AD); Alternate Method of Compliance (AMOC); Risk Assessment (RA); Aircraft Owners & Pilots Association (AOPA); Experimental Aircraft Association (EAA); Type Certificate (TC)

Risk Assessment

Eagle Model X-TS 150 and X-TS 150B, Landing Gear

- | | | | |
|-----|-------------------------------|-------------------------------|-----|
| (A) | Safety Effect: | Potential Outcome – Hazardous | (3) |
| (B) | Operational Use: | 14 CFR part 91 personal | (1) |
| (C) | Percentage Use: | <25% 135/121 | (1) |
| (D) | Number of Occurrences: | 1 to 3 | (1) |
| (E) | Events vs. Population: | 10%+ | (2) |
| (F) | Time between events: | 1 to 2 years | (1) |
| (G) | Aircraft type: | SE recip | (0) |

$$(3 \times 1 \times 1) + 1 + 2 + 1 + 0 = 7$$

C, D, E, F best estimates given known information.

Safety Risk Factor = 7

INITIAL SAFETY RISK FACTOR CALCULATION **(Aircraft Make, Model & Brief Description of AW Concern)**

(From the Small Airplane Directorate's AD Manual Supplement (AW Concern Process (ACP) Guide, Appendix VI, Par. 3.0)

a. Safety Effect:	b. Operational Use:	c. % use by population:	d. Number of Occurrences:	e. Event vs Population:	f. Time between Events:	g. Aircraft Type:
Catastrophic = 4	Part 135/121 = 3	>75% 135/121=4	5+ =3	10%+ = 2	Over 3 years = (-1)	Commuter/Twin Turbojet = 3
Hazardous = 3	Part 91 (for hire) = 2	>50% 135/121 = 3	3 to 5 = 2	1%+ = 1	Over 2 years = 0	Turboprop = 2
Major = 2	Part 91 (personal) = 1	>25% 135/121 = 2	1 to 3 = 1	0.1% = 0	1 to 2 years = 1	Twin Engine Recip. = 1
Minor = 1		<25% 135/121 = 1		Less than .1% = (-1)	Less than 1 year = 2	Single Engine Recip. = 0
						Single engine jet = 0
						Glider/Sailplane = (-1)
						AG Airplane = (-2)
						Airship/Balloon = (-3)

Enter #s here:	Safety Effect (a.) x	Operational Use (b.) x	Percentage used by Population (c.) +	Number of Occurrences (d.) +	Event vs. Population (e.) +	Time between Events (f.) +	Aircraft Type (g.)
	3	1	1	1	2	1	0
			Calculated Safety Risk Factor = 7				

NOTE: e uses reported incidents versus US fleet only, f is best estimate.
 (Safety Risk Factor = Safety Effect (a.) x Operational Use (b.) x Percentage used by population (c.)
 + Number of occurrences (d.) + Events versus population (e.) + Time between Events (f.))